THE FOOD OF THE ANCIENTS. Not one of us but has felt a strong ouriosity about the food of the ancients. Diodorus Siculus says that the first men ranged over the fields and woods in search of food, like the beasts, eating every wild herb they could find and such food as the trees produced. An ancient writer affirms that the diet of the primeval race differed according to the productions of their respective countries; the Arcadians having lived on acorns, the Argives on pears, the Athenians on figs, etc. Plutarch relates that the Argives, led by Inachus, searched the woods for wild pears to support them. Pliny laments the savage condition of the first ages, "which subsisted on scorns." Galen not only thinks these accounts are true, but he tells us that "acorns afford as good nourishment as many sorts of grain; that in ancient times men lived on acorns alone, and that the Arcadians continued to eat them, long after the rest of Greece had made use of bread corn." Herodotus relates that upon the death of Lycurgus the Lacedemonines, meditating the con-quest of Arcadia, were told by the oracle that there were among them the best acorn eaters, who would repel them, in case they attempted to carry their arms thither, as afterward happened. Is it not strange with what perverse hallucination philosophers and poets have ever spoken of those periods in the history of the race as the "golden ages?" At length, by what steps we cannot know, agriculture, doubtless in simplest, rudest forms, began. Hesiodus ascribes this invention to Ceres. and admonishes the husbandman to pray to Jupiter and to her before he enters upon his labors. Pliny attributes still further the invention of the plough, grinding corn, and

making bread to Ceres, and adds that "Divine honors were paid her in Attica, Italy, and Sicily, on this account." At length, as the wonderful story goes, the Creator gave man permission to eat the bodies of animals. This is said to have been given first to Noah in the following words:-"Every moving thing that liveth shall be meat for you, even as the green herb have I given you all things." And, immediately, another addition was made to man's stomach indulgences. "Noah began to be a husbandman, and he planted a vineyard. and he drank of the wine and was drunken. Of course he could not permit his family to indulge in wine, until he had first fully tested it upon himself. Might it not be poison? Might it not kill? With that self-sacrificing spirit so charasteristic of man, Noah first tried it fully upon himself. Beer was discovered not long after. Herodotus informs us that in the corn province of Egypt where no vines grew, the people drank a sort of wine made of barley. This, it is thought, is the strong drink mentioned, together with wine, in many places in the Old Testament. It is thought by those who have given most attention to the food of the original race that different foods were introduced, much in the following order, viz.: "fruits, seeds, herbs, bread, milk, fish, flesh, wine, and ale: to which may be added butter, honey, eggs, olive oil, and cheese. —Dio Lewis' Talks About Peop e's Stomachs.

· LADIES IN PARLIAMENT.

Gordon, in his Antiquities of Parliament, says:-"The ladies of birth and quality sat in council with the Saxon witas." "The Abbess Hilda," says Bede, "presided in an eccle-siastical synod." In Weightred's great council at Baconfield, A. D. 694, the Abbesses sat and deliberated; and five of them signed decrees of that council along with the King, the bishops and nobles. King Edgar's charter to the Abbey of Crowland, A. D. 961, was with the consent of the nobles and Abbesses who signed the charter. In Henry III's and Edward I's time four Abbesses were summoned to Parliament-namely, of Shaftesbury, Berking, St. Mary of Winchester, and of Wilton. In the thirty-fifth of Edward III were summoned by writ to Parliament, to appear there by their proxies—namely, Mary, Countess of Norfolk, Alienor, Countess of Ormond, Anna Dispenser, Philippa, Countess of March, Johanna Fitzwater, Agnetta, Countess of Pembroke, Mary de St. Paul, Mary de Roos, Matilda, Countess of Oxford, and Catherine, Countess of Athol. These ladies were called ad colloquiam tractatum by their proxies-a privilege peculiar to the peerage to appear and sit by proxy.—Timbs "Things not Generally Known."

Scenes in Bahia .- Along the quay at the landing places the scene is original and notably confused and varied. Here are for sale the infinite variety of fruits, with huge bunches of golden bananas, miniature mountains of oranges; fishing baskets; and curious and rude implements of wood, and garments woven of straw; big parrots and little parnoquets with coats of softest and most delicate green; and tiny birds with marvelously beautiful plumage and feathers flashing and changing in the sunlight. A thousand articles for use or fancy are here for sale, and few of them such as are ever seen in the markets of the American States. The sellers are striking specimens of humanity, especially the women. They are blacks—the Minas negroes—people from the province of the Mines. They are strong, tall women, of much muscular development, black as midnight, heavy and coarse in features, and with a glossy, rough, and kind of dinted skin. They are dressed in bright and fancy colors, and wearing a characteristic feature of dress, in the ample and gracefully twisted turban of white gauze with which they all adorn their heads.

The principal street of the lower town is broad, paved with the familiar granite blocks, and lined with imposing buildings, devoted to purposes of business, for Bahia is one of the chief cities of the South American continent, and a place of much commercial importance. Here are seen the awkward heavywheeled carts, drawn by mules, and so bulky as to admit of the carrying of only small loads. There are only two or three streets that lead to the upper town, and these are crooked, quite narrow, and very steep. They are fined with such buildings as you think must have been common in Europe two centuries ago. It is a difficult matter to ascend these streets unless one is used to it, and so we took "Cadeiras" for the purpose.

The Bahian Cadeira-for it is essentially an institution of Bahia-is an excellent type of the old, almost legendary East Indian palanquin. Its bottom is a flat, oval shaped footboard, to which are affixed upright rods, one before and the other behind, supporting a kind of ornamental, dome-like top, and from this hangs curtains of dark blue tinseltrimmed cloth, that may be thrown open or closed as you please. There is a seat within this affair, and having fixed yourself, with care to preserve a good balance, the chair is lifted by two negroes, and by a pole which runs through the top of the carriage, and the ends of which rest upon the shoulders of the men, you are carried along, but with less comfort than in any other affair of the kind I eyer saw. The sedan chair of China is infinitely more agreeable.—Correspondence Providence Journal.

THAT BEA SERPENT.

That old wandering Jew of the reptile tribe, the sea-serpent, has turned up in a mill-pond in Iowa, greatly to the annoyance of the thrifty farmer who owns the surrounding land. His dimensions are given to us by a somewhat indefinite standard of measurement, the report being that he is "of the size of a stove-pipe." He glides about on the surface of the pond, gobbling up the ducks and geese which may chance to be disporting themselves upon its waters, and making occasional excursions by land to the neighboring hen-coops and pig sties. The hideous old monster has a voracious appetite, and appears to have no diffidence in helping himself to any stray edibles which happen to fall in his way. Moreover, he bears a charmed life. All attempts to slay him prove futile, and he will doubtless continue to roam over the face of the earth, a terror to those who go down to the sea in ships, and an annoyance to the rural populations when he takes his pleasure trips to the mill-ponds of the interior. A crusade should be organized against this ubi-quitous old humbug, to rid the world of his presence, provided a vulnerable spot can be found in his picturesque careass. THE SATAN ROCKET .- We borrow the fol-

lowing account of this invention from La France:- "M. L-, the distinguished civi engineer and chemist of the Rue de Londres, Paris, has just invented a rocket which will be a formidable engine of defense; he has christened it the Fusee-Satan. We have seen this rocket made, and we will endeavor to describe it to our readers. To the end of an ordinary rocket is attached a very slight receptacle of tin, having exactly the shape of a conical bullet. In this receptacle is arranged a chamber filled with a composition based, we believe, upon sulphuret of carbon. which composition once lighted gives out considerable heat. A fusee communicates from this chamber with the top of the rocket. The tin bullet is filled, just before being used, with petroleum oil; the lighted rocket rises in the air, and traverses the space necessary to arrive over a certain spot. Arrived above its object, the rocket sets fire to the fusee, the composition in the chamber of the bullet takes light, bursts its envelope, and at the same time fires the petroleum, which falls like a sheet of flame, and continues burning. This sheet of flame fills a space of 16 to 24 square metres, according to the size of the rocket. No. 1 throws 1 litre of petroleum; No. 2, 2 litres; and No. 3, 3 litres. They can be thrown a distance of 6 kilometres, and aimed with great precision, being balanced by means of a long stick attached to each rocket, which maintains the elevation given to it at the time of discharge. Some interesting experiments were made with this weapon, at Saint Cloud, last month. In less than ten minutes a considerable space of ground was covered with a sea of fire. A committee composed of superior officers of artillery presided over the experiments, and the general at their head was appalled by the terrible nature of this engine of destruction. Just imagine this sea of fire falling upon the Prussian masses, burning everything, setting light to the cartridges in the soldiers' pouches, and to the ammunition vans of the artillery. Their rout would be complete. The committee, in its report, has declared, in its opinion, no civilized nation could make use of these rockets except for reprisals, and it would be only in case of the Prussians firing upon Paris with petroleum bombs, such as they used at Strasbourg, that the defenders of Paris should be entitled to retaliate with the new rocket. However this may be, the Committee of National Defeuse has given the inventor a large building on the Batignolles (formerly a girls' school), and has ordered the immediate manufacture, on a large scale, of Satan rockets."

Woman's Society,-Do you and I go out to dine that we may have the pleasure of drinking tea in the drawing-room, and hearing Miss Anne or Miss Jane sing? Fiddlededee! I can get the best singing in the world for half a guinea! Do we expend money in cabs, kid gloves, and awful waistcoats in order to get muffins and tea? Bah! Nay, does any man of sense declare honestly that he likes ladies' conversation? I have read in novels that it was pleasant, the refinement of woman's society-the delightful influence of a female presence, and so forth; but say now, as a man of the world and an honest fellow, did you ever get any good out of women's talk? What a bore a clever woman is!-what a frightful bore a mediocre respectable woman is! And every woman who is worth anything will confess as much. There is no woman but one after all. But mum! I am getting away from the dinnertable; they it was who dragged me from it, and it was for parsimony's sake, and to pleasure them, that the practice of leaving on the cloth for dessert was invented .- George Savage Fitz-Boodle.

-Under the foundation of the front steps of Trinity Church, New Haven, an old tombstone

has been found marked "1776-S. M. RAILROAD LINES.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
On and after WEDNESDAY, November 2, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8½, 9-06, 10, 11, 12 A.
M., 1, 2, 2½, 8½, 8½, 4.05, 4½, 5-05, 5½, 6, 6½, 7, 8, 9, 10-05, 11, 12 P. M.
Leave Garmantown 5, 855, 7, 8, 6, 6, 6, 7, 8, 9, 10-05, 11, 12 P. M. Leave Germantewn 6, 6.55, 7%, 8, 8.20, 9, 934, 10, 11, 12 A. M., 1, 2, 3, 8,4, 4, 4%, 5, 5,4, 6, 6,4, 7, 8, 9, 10, 11

The 8-20 and 9% down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4-05, 7, and Leave Germantown at 81/4 A. M., 1, 3, 6, and 95/4

CHESNUT HILL RAILROAD. I cave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8¾ 5½, 7, 9, and 11 P. M. Leave Chesaut Hill 7-10, 8, 9-10, and 11-40 A. M.,

1.40, 8.40, 6.40, 6.40, 8.40, and 10.40 P. M. ON SUNDAYS. Leave Philadelphia at 9.4 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7.50 A. M., 12.46, 5.40, and Passengers taking the 6-55, 9 A. M., 614 & 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCOKEN AND NORRISTOWN.

Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 4, 5, 5\%; 6\%, 8\cdot 6, 0, and 11\% P. M.
Leave Norristown b\%, 6\cdot 20, 7, 7\%, 8\cdot 60, and 11 A.
M., 1\%, 8, 4\%, 6\%, 8, and 9\% P. M.
Leave Norristown 7 A. M., 1, 5\%, and 9\P. M.
Leave Philadelphia 9 A. M., 2\%, 4, and 9\P. M.
Leave Norristown 7 A. M., 1, 5\%, and 9\P. M.
Leave Philadelphia 6, 7\%, 9, and 11\cdot 6 A. M., 1\%,
8, 4, 5, 5\%, 6\%, 8\cdot 60, and 11\% P. M.
Leave Philadelphia 6, 7\%, 9, and 11\cdot 6 A. M., 1\%,
8, 4, 5, 5\%, 6\%, 8\cdot 6. 66, 7\%, 8\cdot 9, 2\cdot 0, and 11\%
A. M., 2, 3\%, 5, 6\%, 8\%, and 10\ P. M.
Leave Philadelphia 9 A. M., 2\%, 4, and 7\% P. M.
Leave Philadelphia 9 A. M., 1\%, 6\% and 9\% P. M.
Leave Philadelphia 6 P. M.
Lea

Passengers taking the r. woo A. M. in trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8% A. M. 12% and 5 P. M. trains from New York stop at intersection Station.

5 20 W. S. WILSON, General Sup't.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caradas.

WINTER ARRANGEMENT
Of Passenger Trains, Oct. 81, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:—

MORNING ACCOMMODATION.

At. 7-80 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-85 P. M.: arrives in Philadelphia at 9-25 P.M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wiliamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

falo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Allentown,
etc., and the 8-15 A. M. train connects with the
Lebanen Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamsport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc
POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at in-

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:16 P. M. REABING ANE POTTSVILLE ACCOMMODA TION.
Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:26 P. M., Returning, leaves Philadelphia at 5:16 P. M.; arrive in Philadelp M. and was P. M.
Returning, leaves Philadelphia at 5-16 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2-50 P. M., and Pottsville at 3:10 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 7.16 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.55 P. M., arriving in Philadelphia at 9.25 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale

CHESTER VALLEY RAILROAD. Passengers for Dewningtown and Intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERKIOMEN RALLROAD.

PERRIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M.,

12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M.,

12:45 noon, and 4:15 P. M. Stage lines for various
points in Perkiomen Valley connect with trains at

Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:25 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 2:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Keturning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:28 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 8:50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLIKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M.

Trains leave Pottsville at 6:30 and 11:30 A. M. and \$'50 P. M., returning from Tamaqua at 8'35 A. M., and 1'40 and 4'50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-

ROAD.
Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$47.00 each, for families and

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded

to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 1230 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and noints beyond.

points beyond.

BAGGAGE.—Dungan's Express will cellect
baggage for all trains leaving Philadelphia Depot.
Orders can be left at No. 225 S. FOUNTH Street,
or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

THE PHILADELPHIA AND BALTIMORS CENTRAL RAILROAD,—CHANGE OF HOURS.
On and after MONDAY, October 3, 1879, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue.

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at
7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays
only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Leaving with train for Baltimore. Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4 30
P. M. connect at Chadd's Ford Junction with the
Wilmington and Beading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25

A. M. and 4 25 P. M., on arrival of trains from Balti-More.
Oxford at 6-65 A. M., 10-35 A. M., and 5-30 P. M.
Sundays at 5-30 P. M. only.
Chadd's Fordiat 7-26 A. M., 11-58 A. M., 3-55 P. M.,
and 6-49 P. M. Sundays 6-49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case he responsible for an amount exceeding one hundred dollars, unless special contract is made for General Superintendent,

THE PHILADELPHIA AND BALTIMORE CEN. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P. W. & B. R. R. Company, corner Broad street and Wash-For PORT DEPOSIT at T A. M. and 430 P. M. For OXFORD, at T A. M., 430 P. M. and T P. M. For CHADD'S FORD AND CHESTER CHEEK R. R. at T A. M., 10 A. M., 230 P. M., 430 P. M., and Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 5 to A. M., and leaving Port Deposit at 9:35 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. A. RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 8:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., tor Ambey and intermediate stations, At 6:30 A. M. and 2 P. M. for Farmingdale.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 5, 5, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M.
for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).

The 9-30 A. M., 6-45 and 12 P. M. Lines will rundaily. All others Sundays excepted.
Sunday Lines leave at 9-30 A. M., 6-46 P. M., and

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trentor and Bristol, and at 10:45 A. M. and 6 P. M. At 7-30 A. M., 2-30, and 5 P. M. for Morrisvil and Tullytown. and Tullytown.

At 7 30 and 10 45 A. M., 2 30, 5, and 6 P. M.()
Schenck's Eddington, Cornwells, Torresdale, an
Holmesburg Junction.

At 7 A. M., 12 30, 5 15, and 7 30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10 46 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and
Frankford.

Frankford.

Via Rel.Videre Del.Aware Railroad.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracusa, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate

At 5 P. M. for Lambertville and intermediate FROM MARKET STREET PERRY (UPPER SIDE). VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 A. M. for New York, Long Branch, and intermediate places. via camben and Burlington County Railroad.
At 7 and 11 A. M., 1, 2.30, 3.30, 5, and 6.30 F. M.,
and on Thursday and Saturday nights at 11.30 P.
M. for Merchantsville, Moorestewn, Hartford,
Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2.30 and 6.30 P. M. for Lumberton and
Mediord.

At 7 and 11 A. M., 3 30, 5, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

7 A. M., 1 and 8.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and WM. H. GATZMER, Agent. Oct. 17, 1870.

NORTH PENNSYLVANIA RAILROAD-NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEFN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washington.

ton.
At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIERALL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. 8 25 A. M. (Accommodation) for Doylestown.

945 A. M. (Express) for Bethlehem. Easton, Alentown, Mauch Chunk, Williamsport, Wilkesparre, Scranton. Hackettstown, Mountain, and N. J. Central and Morris and Essex Railroads

11 A. M. (Accommodation) for Fort Washington 115, 3 30, and 5 20 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 2.30 P. M. (Accommodation) for Doylestown.
At 3.20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk.

4-15 P. M. (Mail) for Doylestown.

5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6-20 P. M. (Accommodation) for Lansdale. 8.00 and 11.80 P. M. (Accommodation) for Fort The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 2'15, 5'05, and Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

Abington at 235, 4.55, and 6.45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M.

Boylestown for Philadelphia at 6:30 A. M. Bethiehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 6:30 A. M. and 8'10 P. M.

Tickets solo and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent.

DHILADELPHIA AND ERIB RAILROAD
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West

WESTWARD. MAIL TRAIN leaves Philadelphia - 10-20 P. M. Williamsport - 8 00 A. M. arrives at Erie ERIE EXP. + 5 leaves Philadelphia 10.50 A. M.
Williamsport 5.15 P. M.
ELMIN DAIL leaves Philadelphia 7.26 A. M.
Williamsport 6.00 P. M.
Williamsport 6.00 P. M.
Arrives at Lock Haven 7.20 P. M.
All EAGLE MAIL leaves Williams port - - 1 20 P. M. arrives at Lock Haven .

MASTWARD. MAIL TRAIN leaves Erie . 5:60 A. M.
Williamsport . 9:26 P. M.
arrives at Philadelphia 6:20 A. M. ERIE EXPRESS leaves Erie . 9:00 P.

"Williamsport 8:15 A

arrives at Philadelphia 9:30 P.

ELMIRA MAIL leaves Williamsport 9:46 A

arrives at Philadelphia 9:50 P.

WEST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:— FROM PHILADELPHIA

FROM PHILADELPHIA
For West Chester at 7-45 and 11-20 A. M., 2-30,
6-15, and 11-30 P. M. Stops at all stations.
For West Chester at 4-40 P. M. This train stops
only at stations between Media and West Chester Greenwood excepted). For B. C. Junction at 4:10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:39 and 10:45 A. M., 1:55, 4:55, and 6:56 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media Greenwood excepted). From B. C. Junction at 8-40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. W. C. WHEELER, Superintendent,

RAILROAD LINES:

PHILABELPHIA, WILMINGTON. AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1876.
Trains will leave Depot, corner of Broad street and Wachington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorohester and Delaware Railroad, at Delimar with Eastern Shore Railroad, and at Sallsbury with Wicomico and Pocomoke Railroad.

Everges Train at 1145 A. W. (Syndays excepted).

at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 1145 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New-Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimere and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 1130 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will

Passengers for Fortress Monroe and Norfolk will take the 11-46 A. M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Central Railroad.

7-09 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-09 A. M., Express;
2-36 P. M., Express; 7-26 P. M., Express;
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnolla, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark,
Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Stanton, Rewport, Wilmington, Claymont, Lin-wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at 3.55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets. ket street cars, the last car connecting with each train leaving Front and Market streets thirty mirutes before its departure. The Chesnut and Walnut streets cars run within one square of the

bepot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12-50 and 7-10 P. M.
Fast Line
Eric Express
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Eric Mail and Pittsburg Express
Way Passenger
Frie Mail Lancaster daily, except Sunday, running Way Passenger 11:30 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Fittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains

daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be proured and baggage delivered by 5 P. M. at No. 116 Market street. Market street.
Sunday Train No. 1 leaves Philadelphia at 8-49
A. M.; arrives at Paoli at 9-40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6-40 P. M.; ar-

rives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphis at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M. Oincinnati Express

Fhiladeiphia Express

Erio Mail Eric Mail Paoli Accommodat'n, 8-20 A. M. & 3-30 & 6-40 P.

ancaster Train Eric Express . Lock Haven and Elmira Express . 9-40 P. 9.40 P. M. For further information apply to JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street.

No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

owner, unless taken by special contract.
A. J. UASSATT,
4 29 General Superintendent, Altoona, Pa. NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning AN EXPRESS TRAIN

in the Afternoon from each end of the routs.
THE EXPRESS TRAIN SPLENDID PALACE CARS. NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-- LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray stre at 6.45 A. M. Accommodation and 4.30 P. M. Ex-

press. from foot of WALNUT Street, at 7-00 A. M. Accommonation and 3-30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hetel in America.
Fare between Philadelphia and New York......\$3.00 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

WEST JERSEY RAILROADS; FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBER 19, 1870. COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From
foot of Market street (upper ferry).
8-15 A. M., Passenger for Bridgeton, Salem,
Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
8-15 P. M., Passenger for Cape May, Millville, and
way stations below Glassboro.
3-30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent. OUTLERY, ETC.

OODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

ONE DOLLAR GOODS FOR 95 CENTS 10 15 fts) DIXON'S No. 21 S. ELGHTH Street.

AUD FION BALES,

M THOMAS & SONS, AUCTIONEERS, NOS.

SUPERIOR DUTCH FLOWER ROOTS. On Saturday Afternoon, At 3 o'clock, at the auction rooms, Dutch dower roots, hyacinths, etc. SALE OF REAL ESTATE AND STOCKS.

November 15, at 12 o'clock n on, at the Exchange, will include: Will include:—
SPRUCE AND ASPEN, N. W. corner—12 Brick and
Frame Dwellings, lot 83 front.
F STREET, west of Twenty-second—Two Brick TENTH (south of Locust)—4 Frame Dwellings. NINETERNIH (South), No. 121—Modern brick Resi

CHESNUT, No. 2314 -Store and Dwelling. St. PAUL'S AVENUE (above Catharine and east of Seventh)—Brick Dwelling. GOOD (west of Johnson)—Frame Dwelling. FOURTH AND BUTTONWOOD, N. W. corner-Modern

esidence. RICHMOND, N. E. of Palmer—2 Lots of Ground. EYRE, N. S. of Palmer-2 Lots of Ground.
GIEARD AVENUE, S. W. of Vienna-5 Lots of GIBARD AND MONTGOMERY AVENUE 48. E. corner-

GIBARD AND MONTGOMERY AVENUE 4,8. E. corner—
10 Lots of Ground.
SECOND (North), Nos. 724 and 716-Store, Tavern.
Stable, and large Lot.
SECOND (North), No. 728-Store and Dwelling.
WASHINGTON AVENUE, No. 1314-Coal Yard.
TENTH (North), No. 1530-Modern Residence.
SIXTENTH (North), No. 139-Modern Residence.
CHESNUT, west of Fortieth-Valuable Lot, 100 feet front.

WALLACE, No. 1709—Modern Residence.
TWENTIETH (South), No. 115—Modern Residence.
EIGHTRENTH (South), No. 127—Modern Residence.
TWELFTH (North), No. 1434—Modern Residence. FIFTH AND GREEN, S. W. corner-Store and

welling. Donnagana, No. 1509—Brick Dwelling. JASPER, Nos. 2303 to 2311—Five Brick Dwellings.
VALUABLE STOCKS, LOANS, ETC.
\$10,000 City of St. Joseph, Mo., 10 per cent., April and October, clear of taxes. \$5000 Oil Creek and Allegheny River Railroad Co., 25000 Oil Creek and Allegheny River Rairoad Co., per cent., May and November, 200 shares Consolidation National Bank.
100 shares National Bank of the Republic, 100 shares Central National Bank.
200 shares Corn Exchange National Bank, 100 shares Pacific and Atlantic Telegraph Co.
2 shares Wicomico and Pocomoke Railroad of Md.
100 shares Oil Creek and Stilwell Run Oil Co.
500 shares Davon's Euro Oil Co.

500 shares Dawson's Run Oil Co. 100 shares Bathbone and Cameen Oil Co. Certificate for \$1000 in Millstone Oil Co. Pew No. 44 Second Presbyterian Church. 20 shares Greenwich Improvement and Rallroad

Pew No. 23 Holy Trinity Church. 27 shares Pennsylvania Steel Co. 9 shares Philadelphia and Southern Mail Steam-\$3000 1st mortgage 7 per cent. bonds, gold, Indiana-polls, Bloomington, and Western Railroad Co., April and October, New York. 70 shares Manufacturers' National Bank.

70 shares Reliance Insurance Co. 100 shares American Life Insurance Co. 2540 bond Union Passenger Railway Co. 240 shares Daizell Oil Co. 300 shares McCliutockville Petroleum Co. 1 share Academy of Fine Arts, 1 share Philadelphia Library Co. 12 shares Pennsylvania Co. for Insurance on Lives

and Granting Annuitles. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches. NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street. EVEGANT RUSSIA SABLE, MINK, ERMINE, AND SQUIRKEL FURS; also, Angora, Hudson Bay, Black and Brown Bear, Silver Badger, Fox, Wolf, Coon, and Lynx Robes.

Wolf, Coon, and Lynx Robes.
On Monday and Tuesday Mornings,
Nov. 14 and 15, at 11 o'clock each day, at No. 1119
Chesnut street, will be sold, a very large and elegant
assortment of fine Furs, Robes, Collars, Caps, etc.
The Furs can be examined after 8 o'clock on
morning of sole. morning of sale.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 224 MARKET breet, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU-

COPEAN DRY GOODS, On Monday Morning, November 14, at 10 o'clock, on four months' SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC.

On Tuesday Morning. November 15, at 10 o'clock, on four months' credit. LARGE SALE OF BRITISH, FRENCH, GERMAN. AND DOMESTIC DRY GOODS. On Thursday Morning, [11 11 51 November 17, at 10 o'clock, on four months' credit,

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor. DY BARRITT & CO., AUCTIONERES CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. BARRITT

Cash advanced on consignments without extra charge. CONCERT HALL AUCTION ROOMS, No. 1213 CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household furiture at dwellings.
Public sales of furniture at the Auction Rooms. No. 1219 Chesnut street, every Monday and Thurs-

day.

For particulars see "Public Ledger." N. B .- A superior cass of furniture at private sale O S B r H P E N N E Y No. 1307 CHESNUT &TREET.

CITY BAZAAR RANGE No. 1126 RACE Street.

Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the

at public or private sale to the best advantage, and a general assortment of Houses, Carriages, Harness, Etc., to suit the need of all classes of purchasers, constantly on hand, Carriages taken on Storage.

Superior Stabling for Horses on sale or at livery. Outside Sales solicited and promptly attended to, Liberal advances made on Horses, Carriages, and DOYLE & NICHOLS, Auctioneers.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIR & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been excinsively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done

Drawings and specifications for all work done the establishment free of charge, and work gua-The subscribers have ample wharf dock-toom for The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIR,
JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
1 No. 42 N. FIFTH STREET.

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Stc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

JOHN FARNUM & CO., COMMISSION MER obants and Manufacturers of Conestors Ticking, etc. Sc. 55 CHESRUT Street. Philadelphia.